

August Newsletter

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BELL ARCHITECTS AWARDED CONTRACT FOR RENOVATION OF COMMUNITY CENTER

[Bell Architects](#) of Washington DC has been selected through a competitive process with the design work for the modernization of the Chevy Chase Community Center according to the Chief of Contracts and Procurement in DC's Department of General Services. Even though they have been selected there is still a waiting period of 4-6 weeks until they receive Notice to Proceed. ANC3/4G will have two Task Forces overseeing this work. The first, the Design Task Force will be chaired by Commissioner Fromboluti (3G-07). The task force includes Commissioners



ANC 3/4G MEETING VIDEOS OF JULY 8 & 22 AVAILABLE ON YOUTUBE

Videos of both of July's regular ANC 3/4G meetings are available to view on our [YouTube Channel](#). Major meeting items on the [July 22nd video](#) include:

- Presentation by Andrew Reese, Director, DC Dept. of Disability Services, on the Department's termination of its disability services contract with Georgetown University.
- Vote on a resolution concerning DC's Comprehensive Plan.
- Vote on a resolution urging the Dept. of

Abe Clayman and Jerry Malitz, and residents and business representatives Connie Chang, Bill Oberdorfer and Patrick Williams. Additionally, Commissioner Speck (3/4G-03) will be chairing a Logistics Task Force. At this time members of this task force include: Commissioner Jerry Malitz, Mike Osborn, Dave Engel, Robert Gordon, and Martha Saccocio (DCPL representative). Kick-off meetings for all activities will hopefully take place in September and all meetings of both task forces will be publicized and open to the public.



WHAT IS "PUBLIC SPACE" AND WHY DOES IT MATTER?

We typically treat all of the space in front of our houses as if we own it. We plant flowers around the street trees, mow the grass, and shovel the sidewalks after a snow. In fact, a substantial part of what we may consider our front yards belongs to the District government and an even larger part is considered "public space" with restrictions on how it can be used.

Since L'Enfant's plan for the city, Washington has been known for broad, tree-lined streets and ample green space. In 1870, Congress passed the "Parking Act" and designated part of the right-of-way immediately next to private property as park areas that the adjacent property owner

Parks & Recreation and the Dept. of General Services to proceed with the Lafayette Recreation Center modernization and the Lafayette Park stormwater management program in a timely manner and within the available budget.



ROAD CONSTRUCTION UPDATES!

A number of transportation projects are currently underway or will begin soon in our neighborhood. Here are updates on the major projects.

- **Beach Drive** is closed from Joyce Road NW to the MD border. Work is expected to finish during Fall 2019.
- **Wise Road** is closed for resurfacing and to allow work on the last portion of Beach. Work is expected to finish during Fall 2019.
- **Bingham Drive** remains closed and is expected to be repaved before its expected reopening in Fall 2019.
- **Oregon Avenue** from Military Road to Western Avenue will undergo a complete renovation beginning this fall. Once construction begins, portions of the road will be closed during the three year project.

would maintain. This area was to be landscaped and is still referred to as “parking,” though it has nothing to do with cars.

For most streets in our neighborhood, that “park” space extends about 12 feet from the curb and is used for gas, water, and electric utilities as well as sidewalks and street trees. Even beyond the private property line, however, the District establishes a “building restriction line” where no building can take place without the District’s approval. Some types of improvements are permitted on this portion of public space — e.g., fences less than 42 inches high or shrubbery — without obtaining a permit.

Most other uses of public space require approval, however, by the five members of the Public Space Committee. Established in 1939, its members represent the Department of Transportation, the Department of Consumer and Regulatory Affairs, the Office of Planning, and the Secretary of the District of Columbia. Property owners must obtain a permit from the Committee for any structure within the building restriction line — e.g., fences more than 42 inches high, retaining walls, driveways, walkways or steps to a house, or parking pads for a car. The Public Space Committee must also approve any use of public space for outdoor cafes, benches, trash receptacles, street furniture, bike racks, signs, or public art.

The process for obtaining a public space permit begins with an application to DDOT’s permitting center (<https://ddot.dc.gov/page/public-space-permit-applications>). The application will be reviewed by any affected agencies (e.g., Urban

Want more information about road construction in our neighborhood? Contact your ANC Commissioner!



WHAT IS ANC 3/4G?

ANC stands for Advisory Neighborhood Commission. A few facts about our ANC and others in the District:

- Congress created DC's ANCs in 1976.
- Non-partisan, voluntary, and no compensation.
- Commissioners represent approximately 2000 residents.
- Our views are entitled to "great weight" but we have no authority to order, require, or legislate.
- We can advise on virtually anything that affects the neighborhood - traffic, use of public space, zoning variances, liquor licenses, sidewalks, historic preservation, transportation projects, and testimony before the DC Council
- We are unified by a love for the community and a commitment to making it the best it can be for our neighbors!
- We meet on the 2nd and 4th Mondays monthly at 7:00pm at the Chevy Chase Community Center.

Forestry, the Office of Planning, and the Department of Energy and Environment), and the applicant must also come before the ANC, which may offer its views. The Public Space Committee holds meetings on the fourth Thursday of the month to consider permit applications, and the ANC frequently attends these meetings to provide the community's input. For more information on the regulations applicable to public space, visit <http://bit.ly/2O1me79> or contact your ANC commissioner.



COSTS OF PROJECT DELAYS IN OUR NEIGHBORHOOD

Residents are legitimately frustrated when major projects in our neighborhood are delayed. The ANC has been following several key infrastructure projects that will provide significant benefits when they are completed — e.g., the Oregon Avenue reconstruction, installation of sidewalks on Chestnut Street, the Lafayette Recreation Center modernization and stormwater improvements, the Chevy Chase Community Center modernization, and safety enhancements for Chevy Chase Circle. Unfortunately, none of these projects have met the schedules that District agencies projected, and some are many years behind schedule.

The ANC regularly asks the responsible agencies for updates, but even those schedules are often deferred. Delays mean that the community does

- Read biographies of Commissioners [here](#).



ANC3/4G WEBSITE / NEXT ANC MEETING IS SEPTEMBER 9TH

The [ANC3/4G website](#) is where you can get to know your ANC commissioners, learn how the ANC functions as your first-line elected representatives within the District's government, find out where to go for assistance, track the most important neighborhood topics, keep up with meetings and actions affecting our community, and access the ANC's current and archived activities including videos, agendas and minutes of all meetings. There are no scheduled ANC meetings for August. The next regularly scheduled ANC3/4G meeting will take place on Monday September 9.

Regular ANC3/4G full [meeting agendas](#) are posted prior to every meeting as well as [minutes of previous meetings](#) to the ANC website. You can catch up on all the proceedings by watching video recordings of our most recent and past meetings on our [YouTube Channel](#) and while you are there please subscribe to receive notifications of newly posted videos.

not get safer streets or sidewalks as soon as they should and recreation facilities are not available to meet our needs.

In addition, whenever a large construction project is delayed, the costs increase, largely because of inflation in construction costs. The Oregon Avenue reconstruction is a good example. In mid-2014, the District Department of Transportation (DDOT) announced that design had begun, and the two-year construction was expected to start in the spring of 2016, with a total construction budget of \$18 million. Since then, there have been multiple delays. Now, DDOT advises the ANC that it is almost ready to begin construction — more than three years later than projected — but bids for the work are \$6 million over the available budget. That's not surprising since Washington's construction costs increased in 2018 alone by 6.5% (<http://bit.ly/32tqGP8>). DDOT is trying to negotiate lower costs, but to reduce that \$6 million overrun will certainly require a reduction in the work that is done and possible compromises on the design.

Ongoing delays are creating the same dilemma for the Lafayette Recreation Center and Chevy Chase Community Center modernizations. Both projects are slipping further behind schedule. As construction gets postponed, important aspects of the design may have to be modified or eliminated in order to stay within a fixed budget. The further construction gets put off, the less bang the community will get for its bucks.

The ANC has pressed District agencies to get their work done so that projects can proceed. We have also urged the Mayor and the Council to

have also urged the Mayor and the Council to exercise oversight to make sure that District agencies are good stewards of our tax dollars and do not increase costs due to avoidable delays. Residents should let our representatives know that we expect reasonable project schedules to be met.



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